

Tri-Town Efficiency & Regionalization Transit Study

PUBLIC AND STAKEHOLDER MEETINGS – SEPTEMBER 2018



Project Background

- The towns of Bedford, Burlington, and Lexington make up the southernmost portion of the heavily developed and traveled Route 3 corridor, connecting southern New Hampshire to the I-95/Route 128 corridor.
- The three towns are home to only about one quarter of the corridor's residential population, but contain some of the area's highest concentrations of employment.
- Bedford, Burlington, and Lexington are served by limited local and express bus routes provided by the MBTA, as well as The Ride paratransit service.
- Each of the three towns also operates local service to supplement the limited MBTA and other regional services.

Project Background

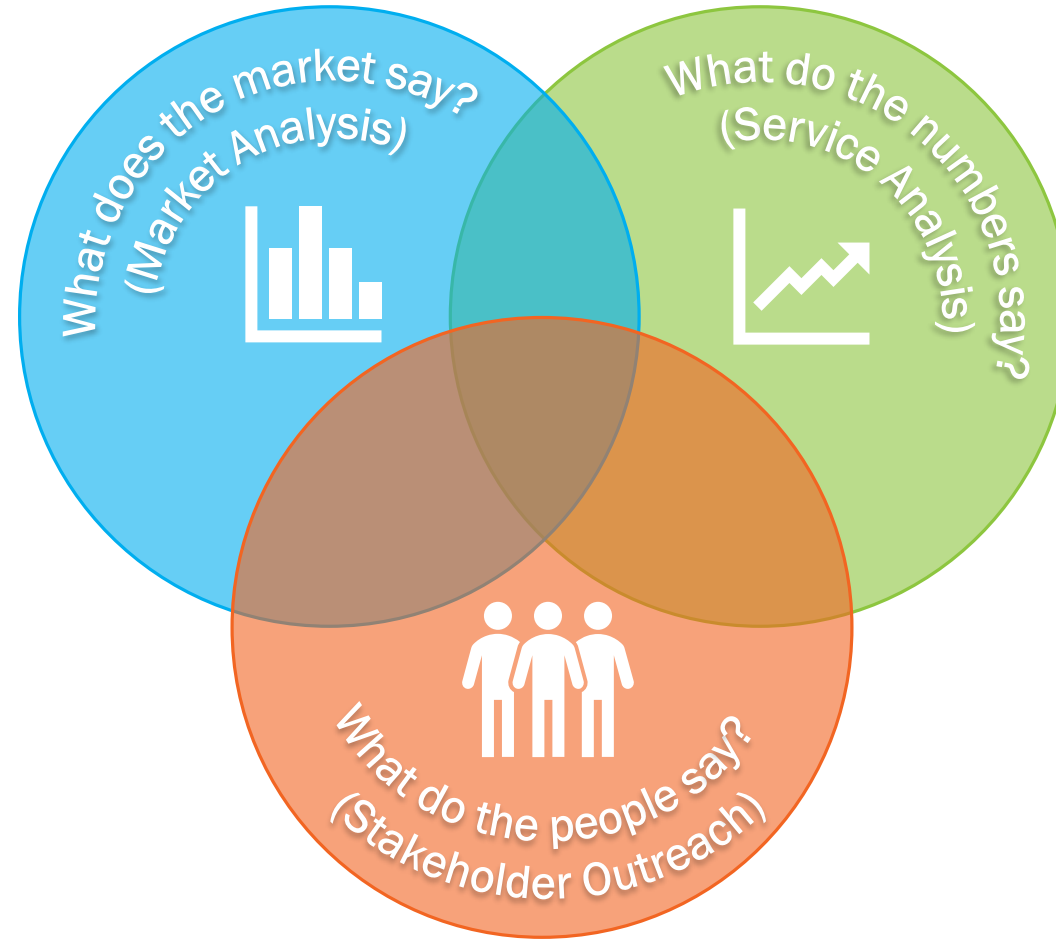
- Despite the transit options available to area residents, unmet transit needs still exist.
- Common service requests include:
 - Longer hours
 - More frequent service
 - Different types of service than currently available
- Common challenges:
 - Balancing the unique mobility needs of seniors, students, and commuters
 - Costs of providing service
 - Constrained funding sources

Project Goals

- Identify strengths and weaknesses of existing systems
 - Review travel patterns
 - Assess system efficiency
 - Identify unmet transit needs

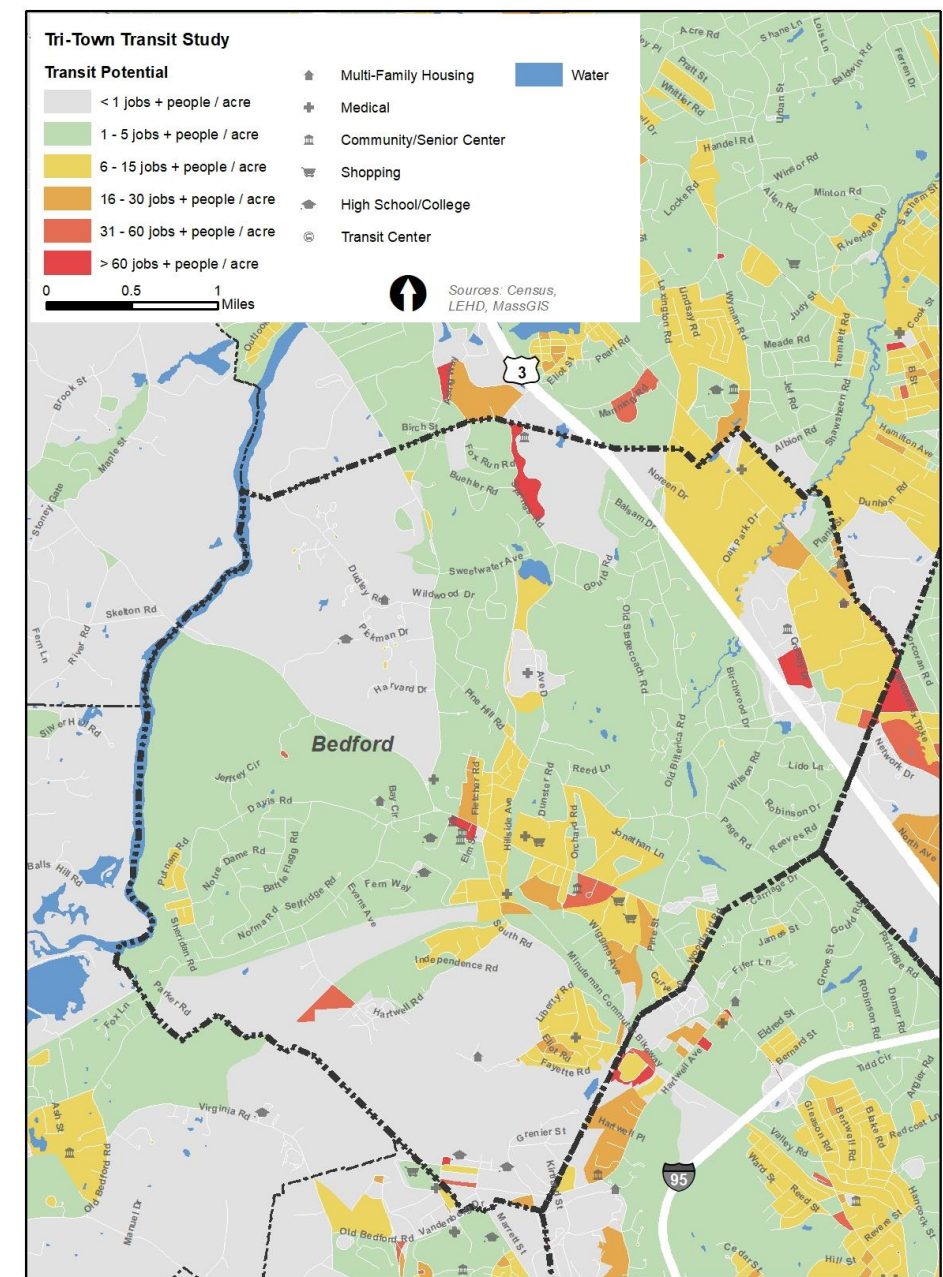
- Recommend service improvements
 - Serve existing riders better
 - Attract new riders
 - Improve over-all system efficiency

Project Approach



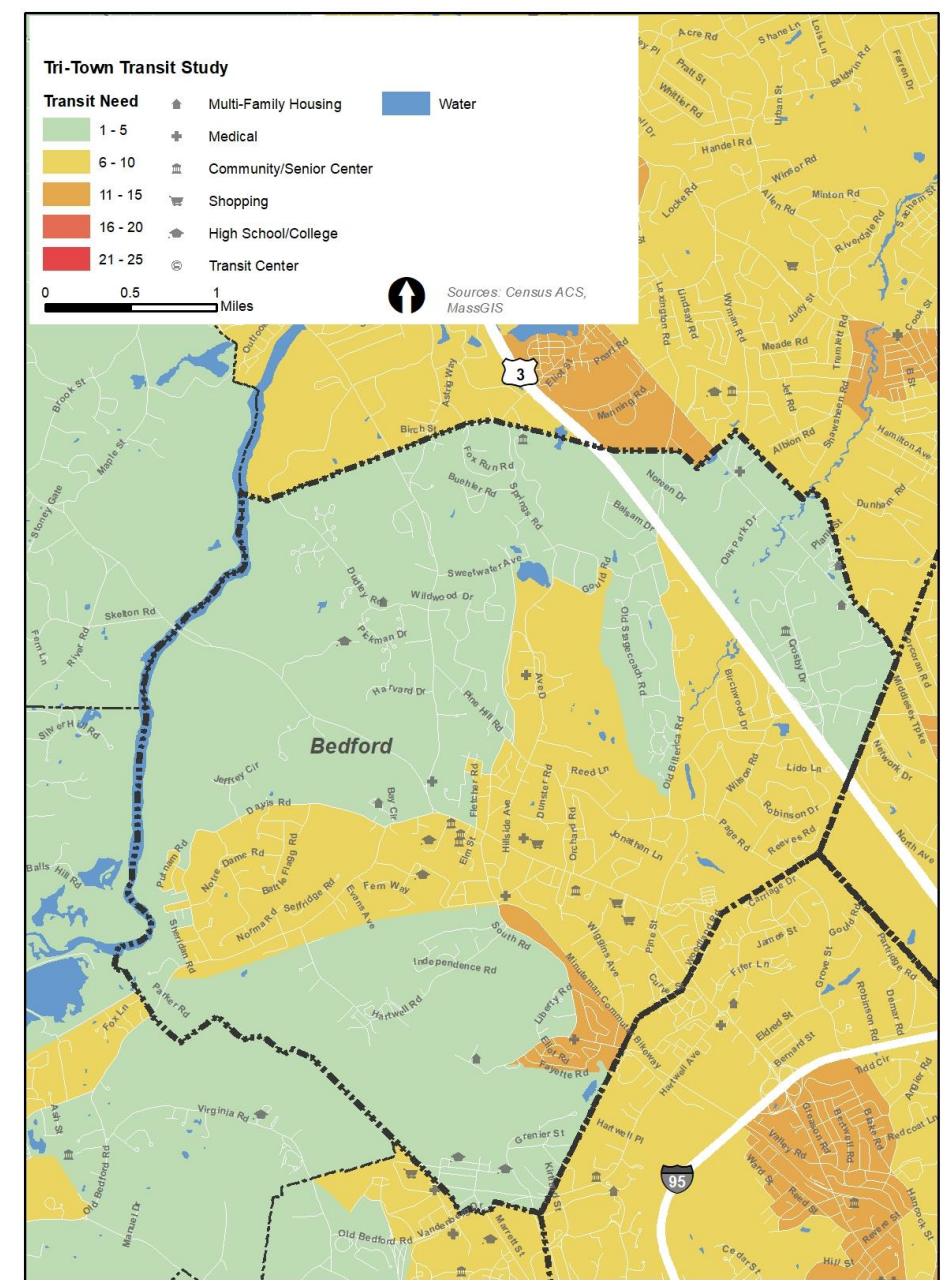
Market Analysis - Bedford

- Transit Potential
 - Transit service is generally most efficient in areas with high concentrations of people and businesses.
 - The Transit Potential Index is a composite of the population and employment density of an area and is an indicator of the viability of fixed-route service in a that area.
 - Fixed-route transit service begins to make sense at densities above 5 people and/or jobs per acre.



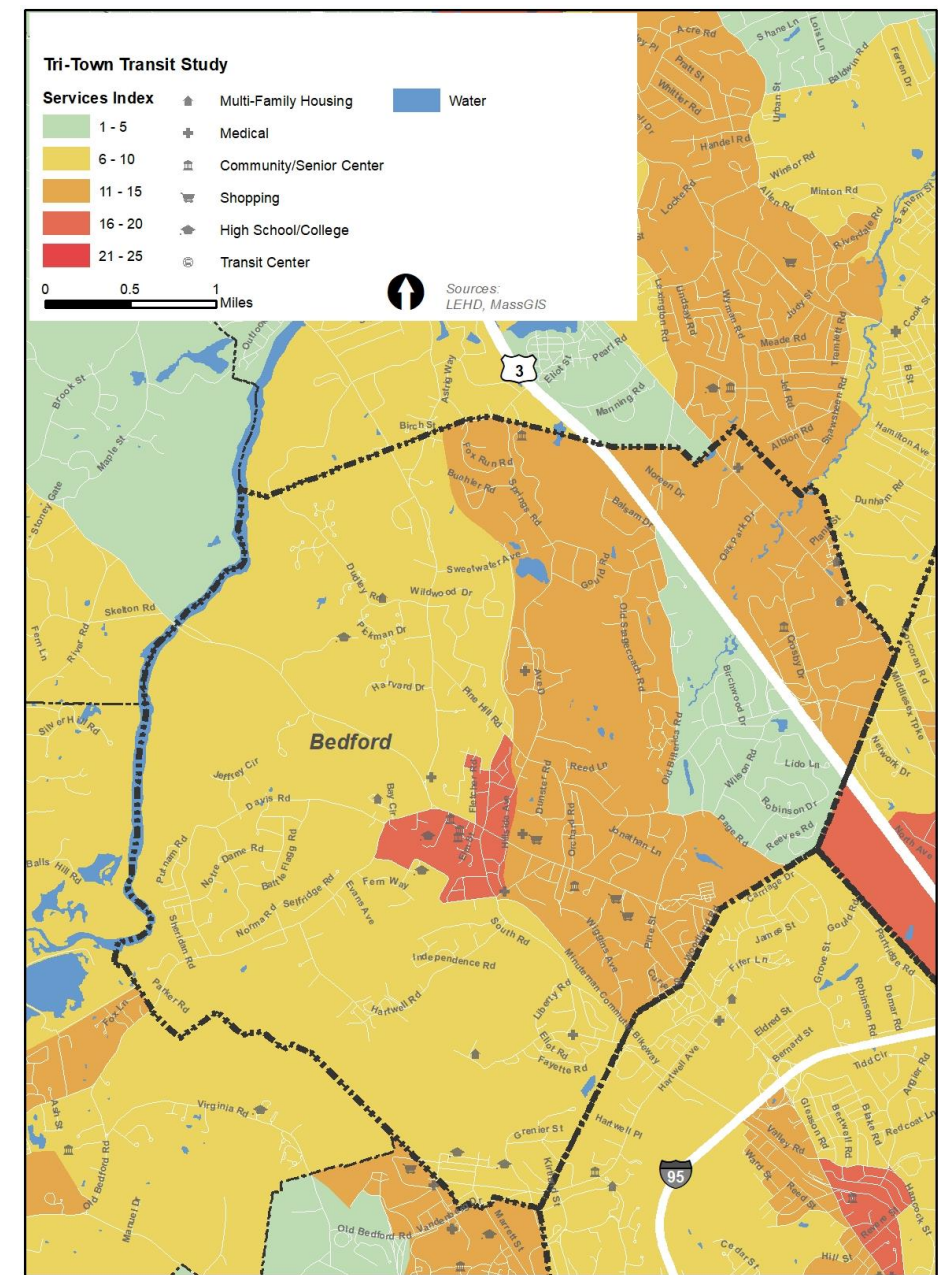
Market Analysis - Bedford

- Transit Need
 - Certain population subgroups are more likely to use transit than other modes as their primary means of local and regional transportation.
 - Older Adults
 - Youth and Young Adults
 - Persons with Disabilities
 - Low-income Households
 - Zero-Vehicle Households
 - The Transit Need Index is a composite score for each block group based on the sum of its scores in each individual demographic analysis.



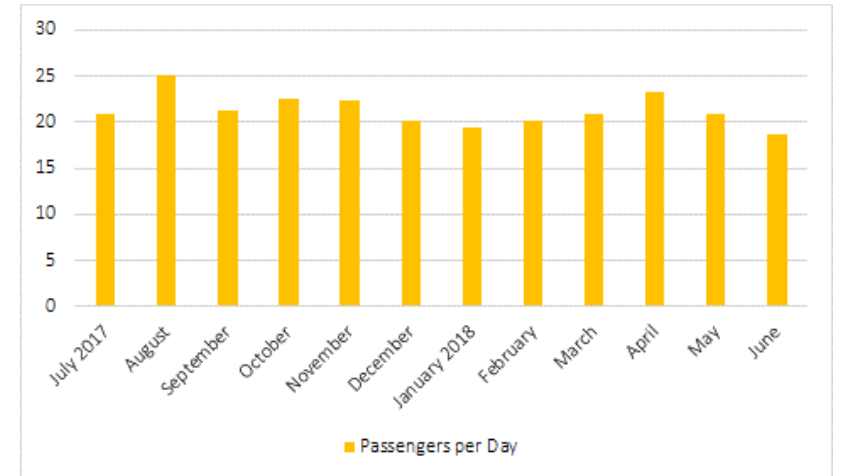
Market Analysis - Bedford

- Non-Work Trip Destinations
 - The Services Index highlights the locations that transit riders are most likely to visit for basic services.
 - Key employers are also important service destinations.
 - Retail/restaurant employment
 - Education employment
 - Government employment
 - Healthcare employment
 - Recreation employment

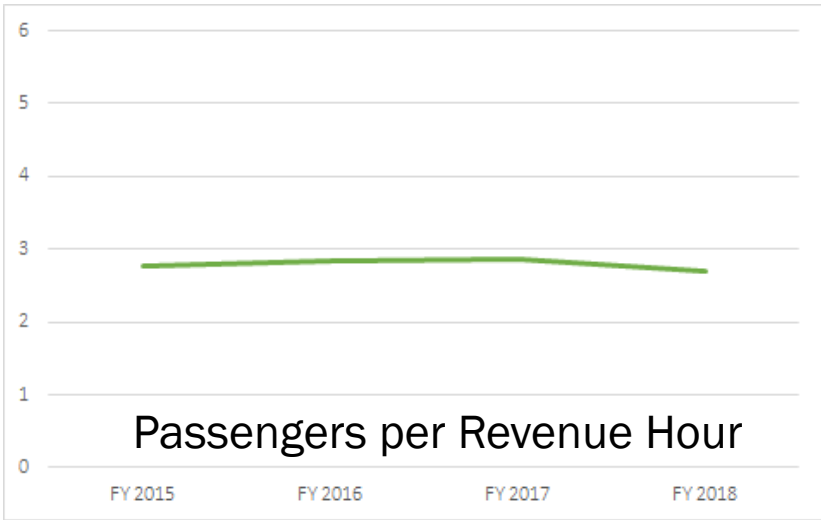
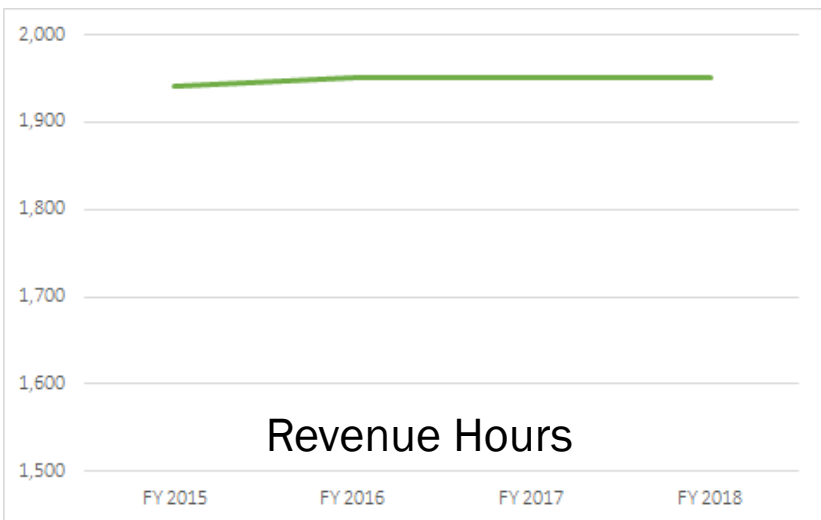
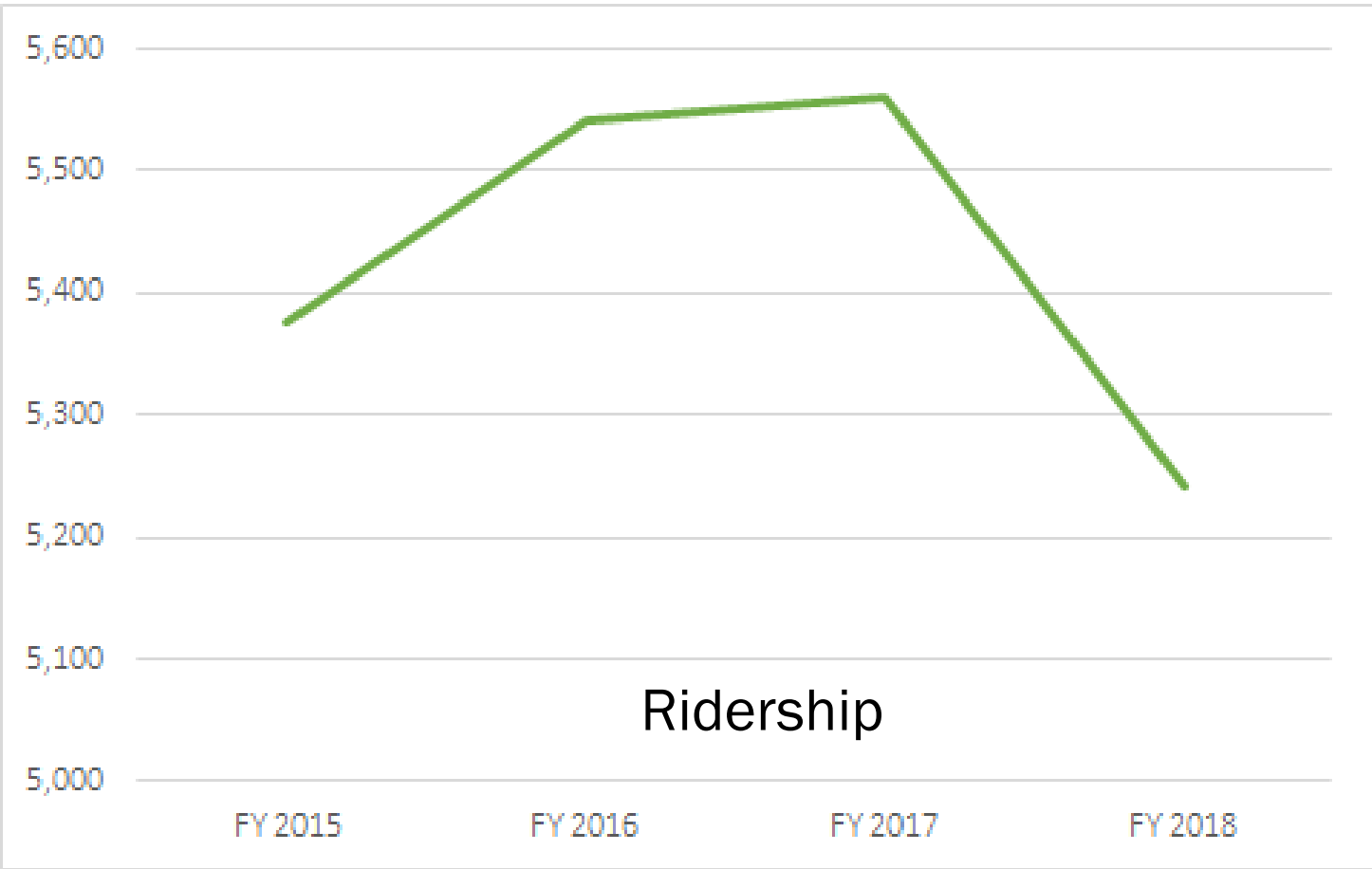


Service Analysis - Bedford

- Bedford Local Transit
 - Advertised as a hybrid of fixed-route and demand-response service (actually operates mostly demand-response service).
 - Operates on weekdays only, between approximately 9:30 AM and 3:00 PM.
 - Individual demand-response trips accommodated when possible.
 - Seats on each trip must be reserved in advance.
 - Passengers picked up at home addresses.

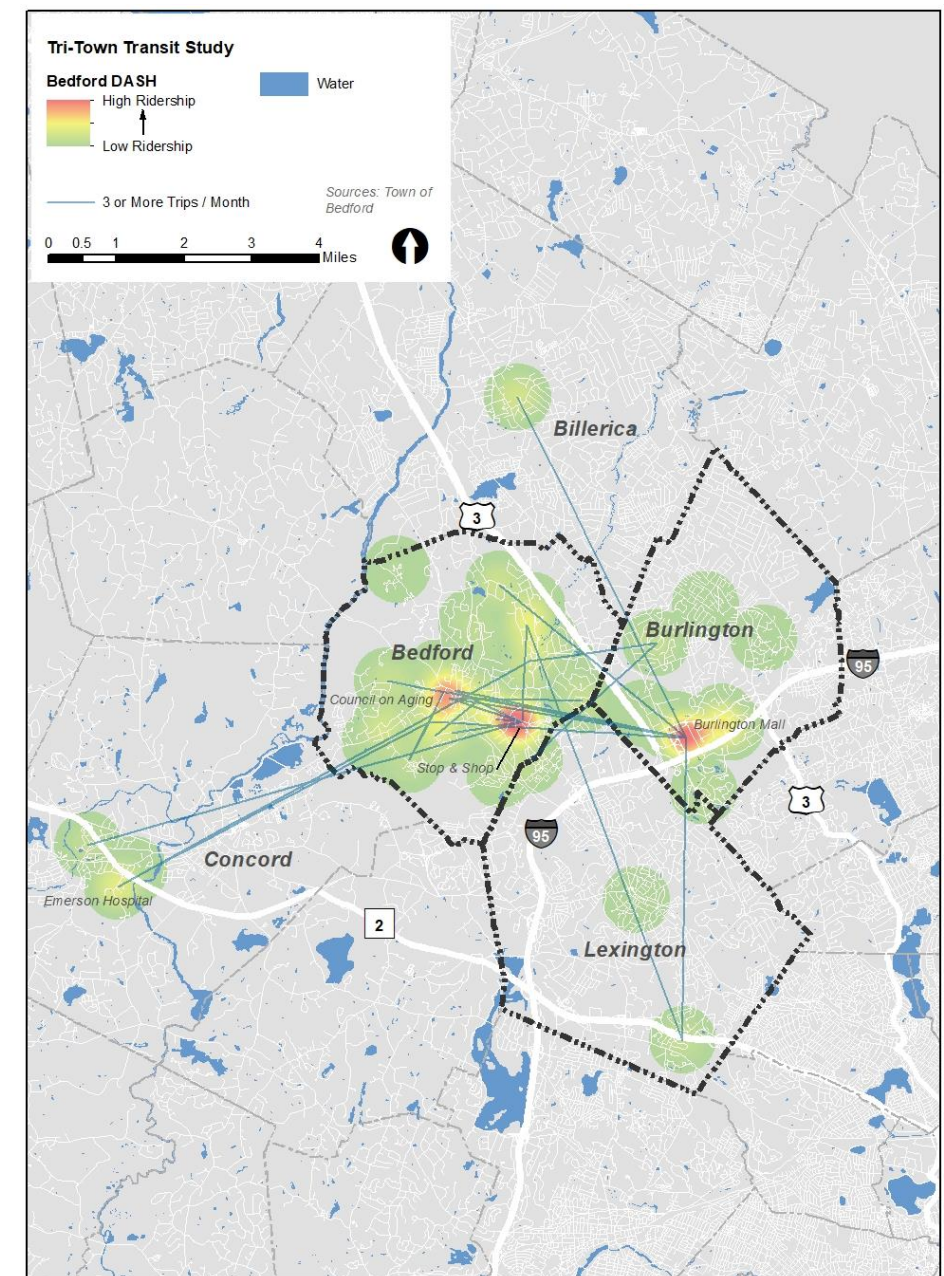


Service Analysis - Bedford



Service Analysis – Bedford

- Bedford DASH
 - Dial-a-ride program available to all Bedford residents.
 - Provides demand-response service within Bedford and to destinations in neighboring communities, including Billerica, Burlington, Concord, and Lexington.
 - Operates on weekdays from 11:00 AM to 6:00 PM, and can be booked by phone or online.
 - Operated under contract with TransAction Corporate Shuttles



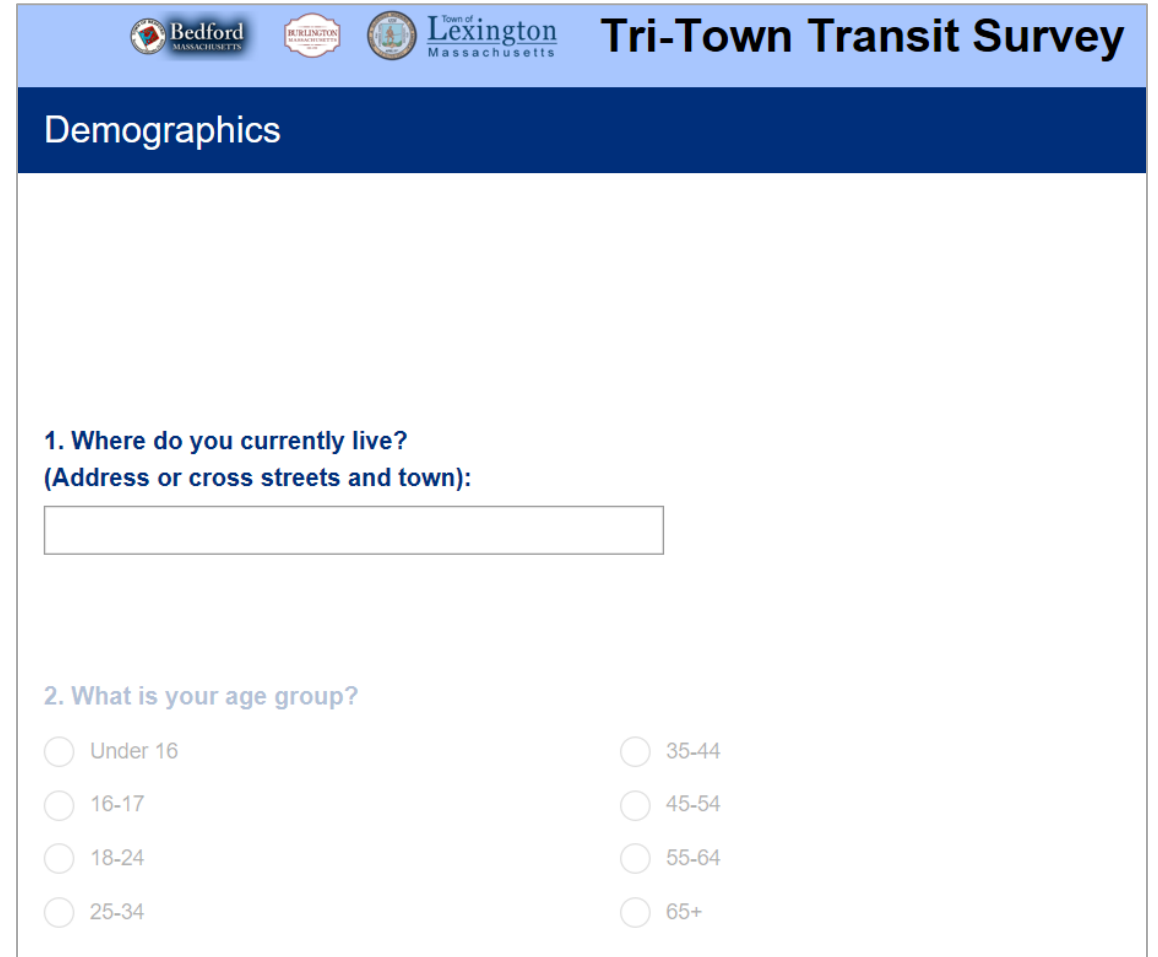
Service Analysis - Bedford

- MBTA

- Route 62 provides all-day service on weekdays and Saturdays between Alewife and the VA Hospital in Bedford
 - Operating mostly along Massachusetts Avenue and Bedford Street through Lexington and Great Road in Bedford.
 - Frequencies vary throughout the service day, ranging from 10 minutes to 65 minutes on weekdays and up to 70 minutes on Saturdays.
- Route 76 operates between Alewife and Hanscom Field in Bedford on Weekdays
 - Operates along Massachusetts Avenue, Worthen Road, Waltham Street, and Marrett Road through Lexington, and along Old Massachusetts Avenue, Wood Street, and Hanscom Drive in Bedford.
 - Combined with Route 62 on Saturdays.
 - Weekday frequency ranges from 15 minutes 70 minutes.

Stakeholder Outreach - Bedford

- Online survey available now through October
- Designed for riders and non-riders
- Focuses on how and why people use (or don't use) transit



The screenshot shows the 'Tri-Town Transit Survey' interface. At the top, there are logos for Bedford, Burlington, and Lexington, Massachusetts, followed by the title 'Tri-Town Transit Survey'. Below this is a dark blue header with the word 'Demographics'. The main content area contains two questions. Question 1, 'Where do you currently live? (Address or cross streets and town):', has a text input field. Question 2, 'What is your age group?', has two columns of radio button options: Under 16, 16-17, 18-24, 25-34 on the left, and 35-44, 45-54, 55-64, 65+ on the right.

Bedford
BURLINGTON
Town of Lexington
Massachusetts

Tri-Town Transit Survey

Demographics

1. Where do you currently live?
(Address or cross streets and town):

2. What is your age group?

☐ Under 16 ☐ 35-44

☐ 16-17 ☐ 45-54

☐ 18-24 ☐ 55-64

☐ 25-34 ☐ 65+

Stakeholder Outreach - Bedford

- What are BLT and DASH's greatest strengths?
- How could BLT or DASH serve the community better?
- What are the top 2 or 3 most important goals that BLT and/or DASH should focus on in coming years?

Stakeholder Outreach - Bedford

- Do passengers have the tools they need to understand and use BLT and DASH?
- Do BLT and DASH provide an inviting passenger environment?
- Are there other communities that “get transit right” and could serve as a model for Bedford?



THANK YOU



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